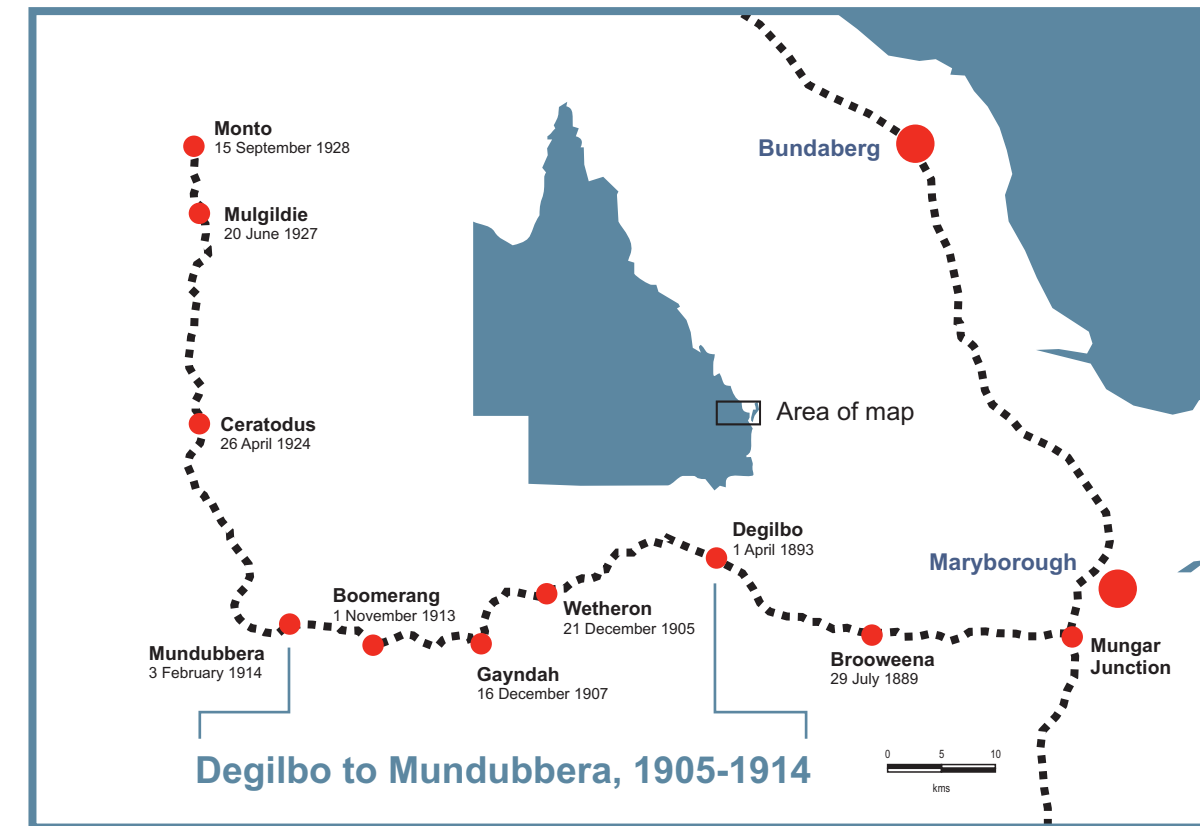


# Degilbo-Mundubbera Railway Bridges, 1905-1914

*The bridges on the Degilbo to Mundubbera line were the result of new design ideas and construction methods. The variation in type and the proximity to each other on the same railway line are unique. In addition to steel and concrete bridges, there were also many traditional timber trestle bridges. The significance continues today as a tangible reminder of the engineering techniques and achievements of the railway engineers of the early 20th century.*



## A Railway to the West

The railway from Mungar Junction on the Maryborough line to Degilbo was built between 1889 and 1893. Economic conditions then stopped further work. The Degilbo to Gayndah section was built between 1905 and 1907 and the line to Mundubbera between 1911 and 1914. Construction took place in an era when rail was the dominant form of land transport for meat, dairy and agricultural products. Now replaced by road transport, the railway closed in 2004. Most of the section west of Gayndah has been removed.



ENGINEERS  
AUSTRALIA



Queensland  
Government

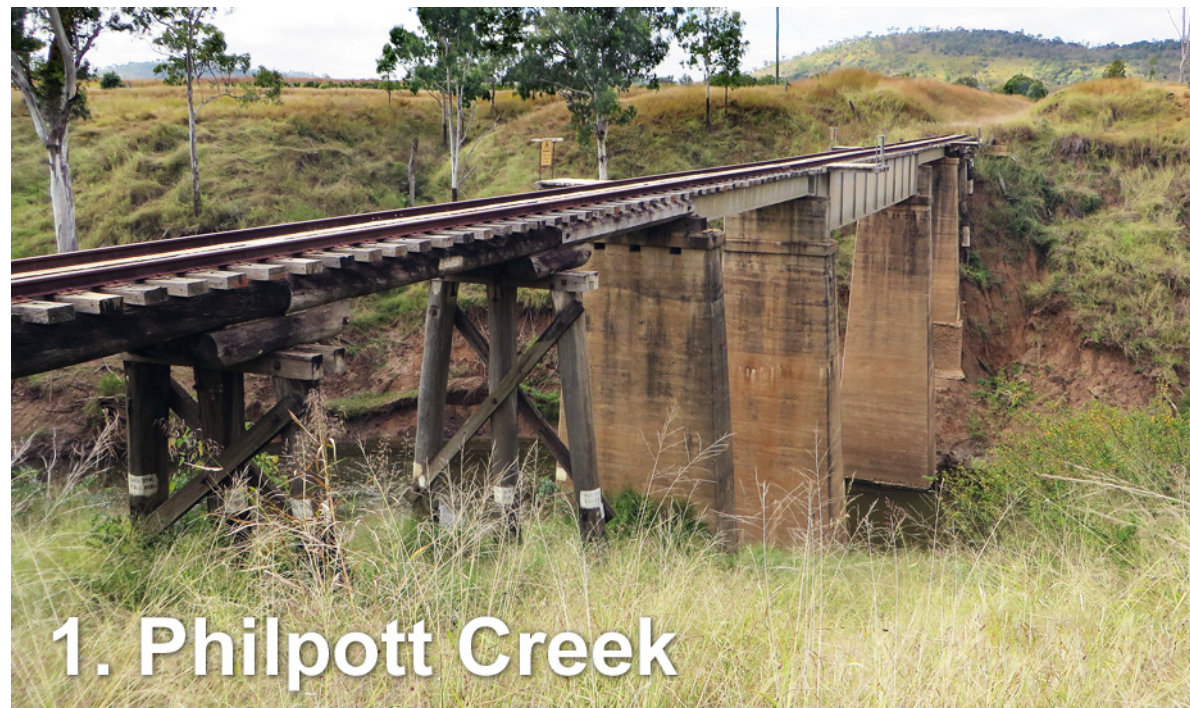


Engineering Heritage Marker placed on 17 October 2016

Engineers Australia Queensland Division • North Burnett Regional Council  
Queensland Rail • Queensland Department of Transport and Main Roads

[www.engineersaustralia.org.au/engineering-heritage-australia](http://www.engineersaustralia.org.au/engineering-heritage-australia)

Scan for more information  
about this project



1. Philpott Creek

Rivetted plate girder central span flanked by rolled steel joist spans on concrete piers with timber trestle approaches. Total length 70 metres.



2. Slab Creek

Two rivetted plate girder central spans on concrete piers with timber trestle approaches. Total length 66.5 metres.



3. Anderson's Gully

Lattice truss main span and rolled steel joist side spans on concrete piers with timber trestle approaches. Total length 76 metres.



4. Castor Oil Gully

Rivetted lattice truss main span with rolled steel joist spans either side on concrete piers and timber trestle approaches. Total length 86 metres.



10. Ideraway

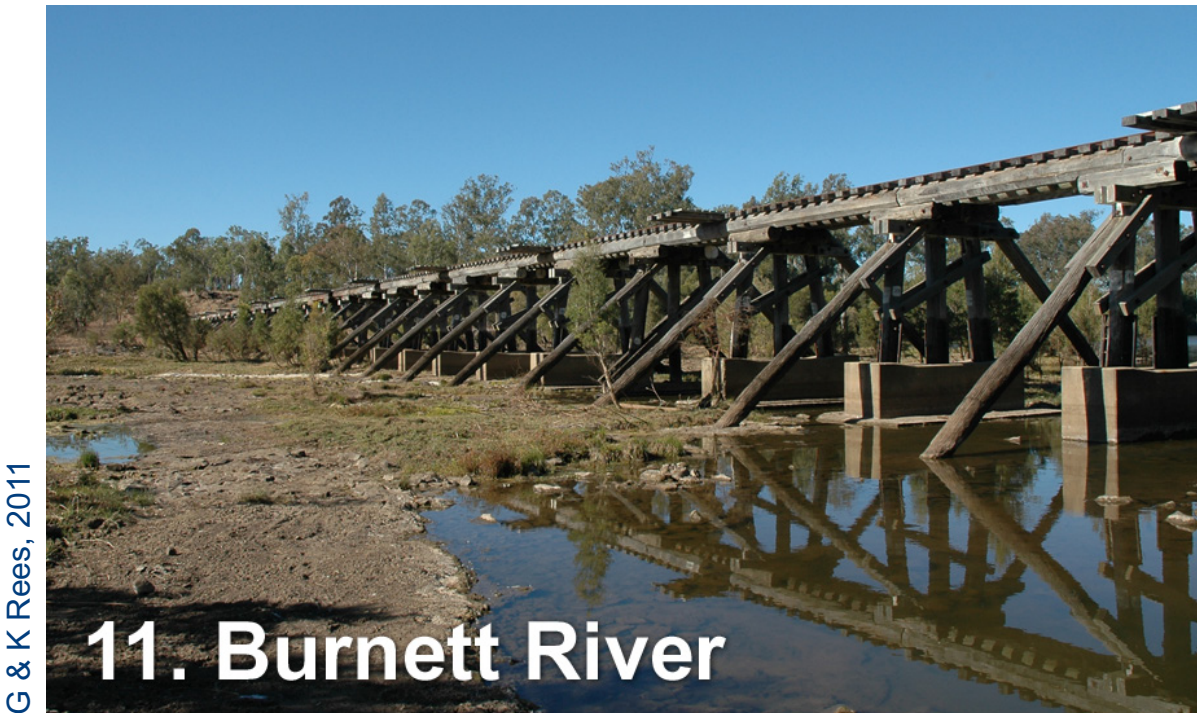
## The Upside Down Bridge

Underslung pin-jointed steel fish-belly truss spanning 45 metres supporting longitudinal steel beams with timber trestle approaches. Total length 69 metres.

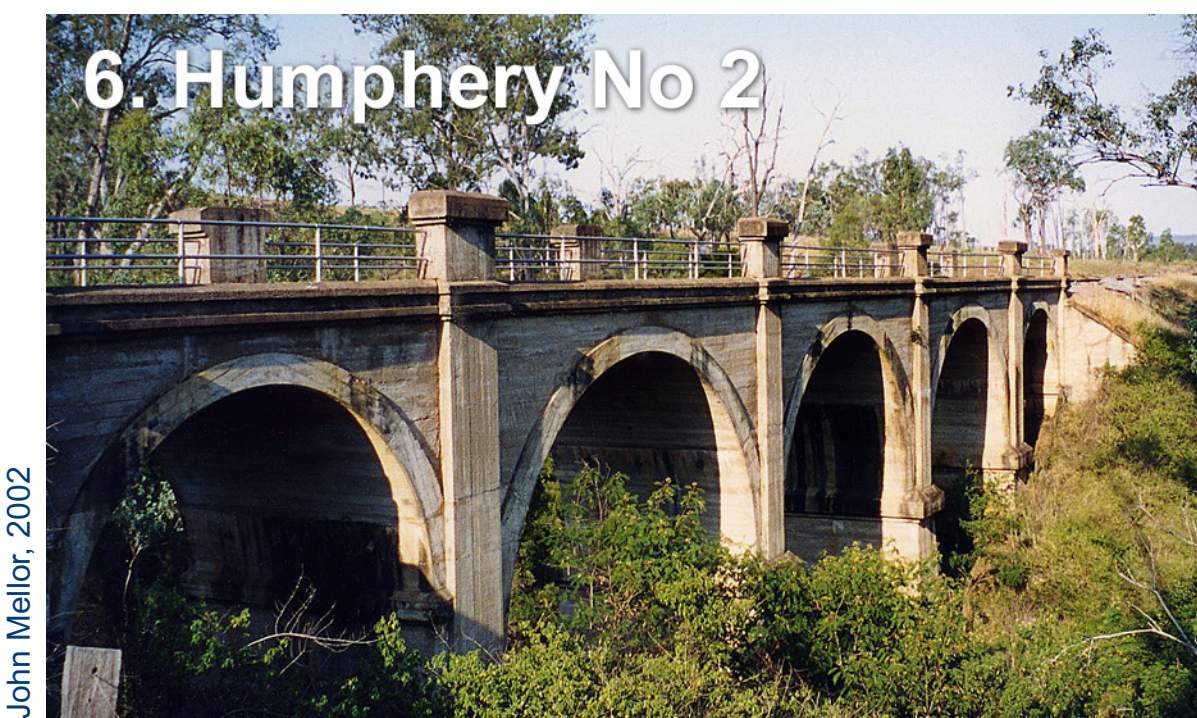


5. Bayntons

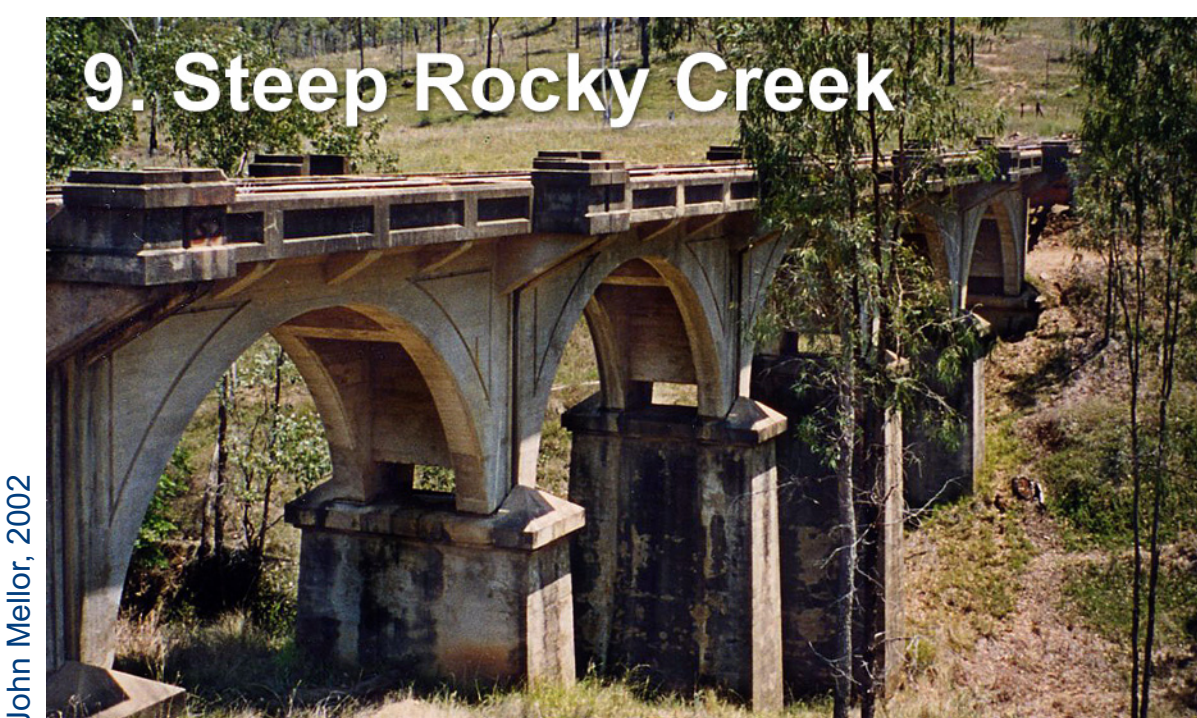
Rivetted lattice truss main span on concrete piers with timber trestle approaches. Total length 55 metres.



11. Burnett River



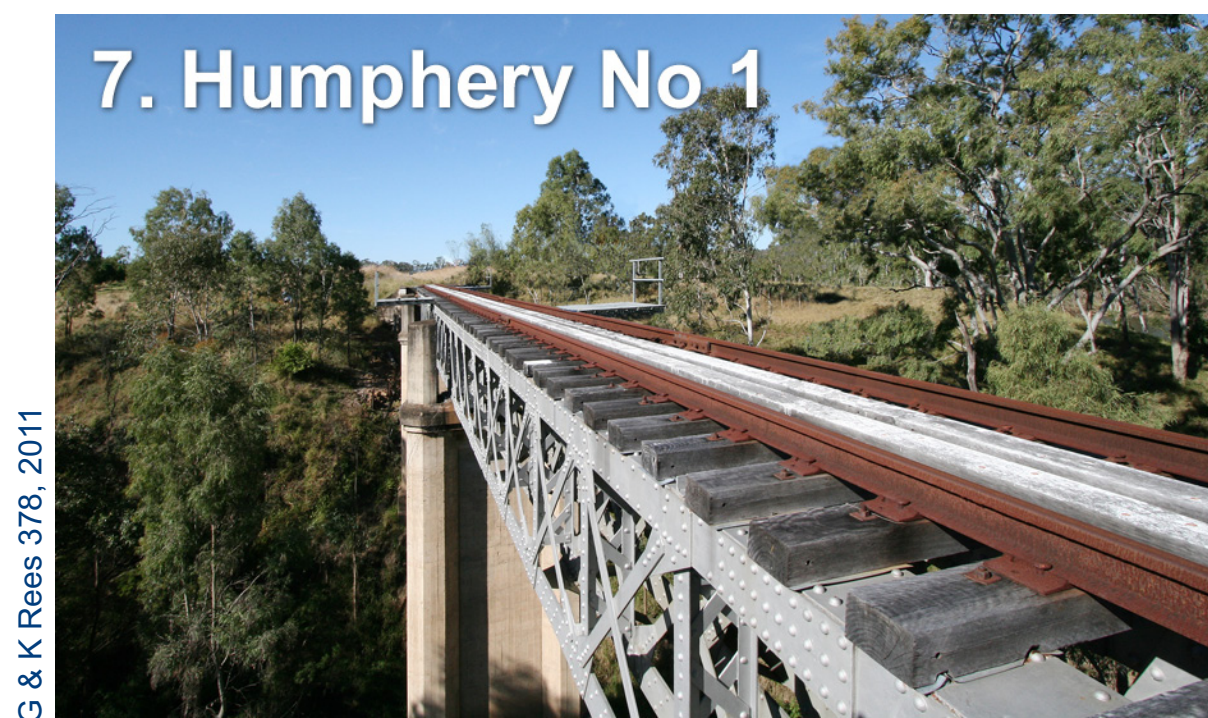
6. Humphery No 2



9. Steep Rocky Creek

Humphery No 2 (48 metres long) and Steep Rocky Creek (58 metres long) are both early examples of reinforced concrete in Australia. Each span is "discontinuous" (separate from its neighbours). Steep Rocky Creek has side spans of rolled steel joists.

Nearly 1000 feet (294 metres) long and with 58 spans, this was the second longest timber trestle rail bridge in Queensland. It had significant bracing to help it withstand floods but it was extensively damaged in 2013.



7. Humphery No 1

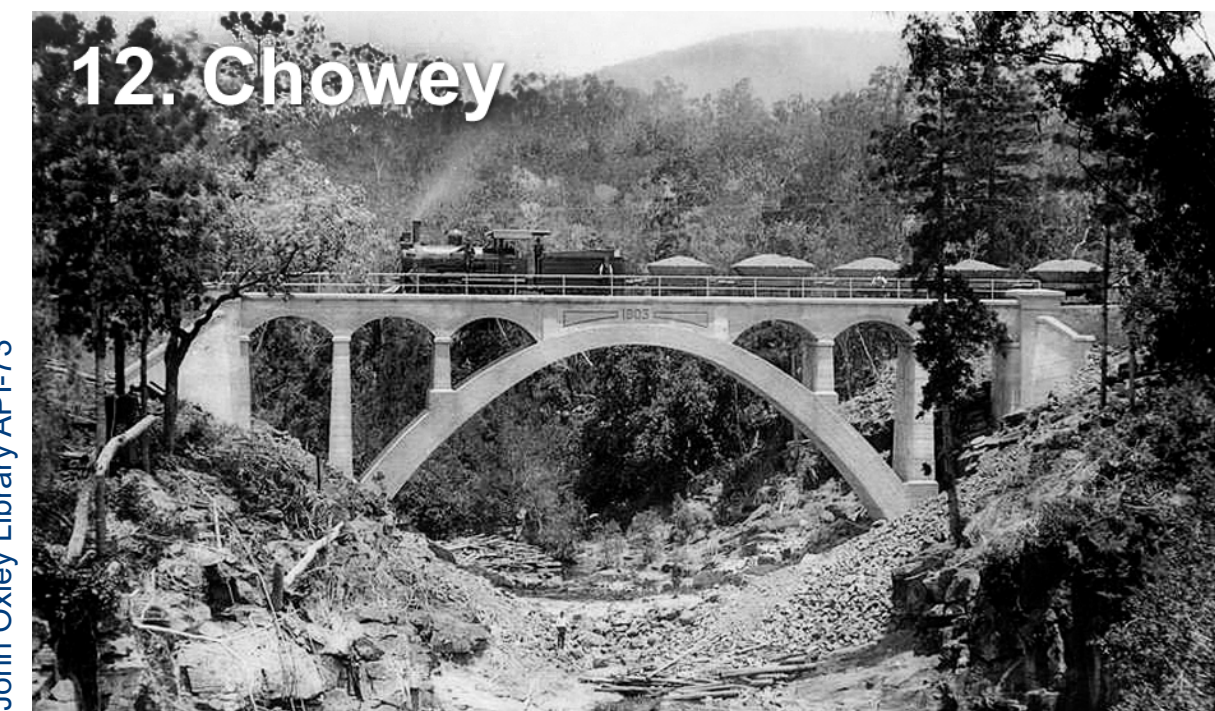
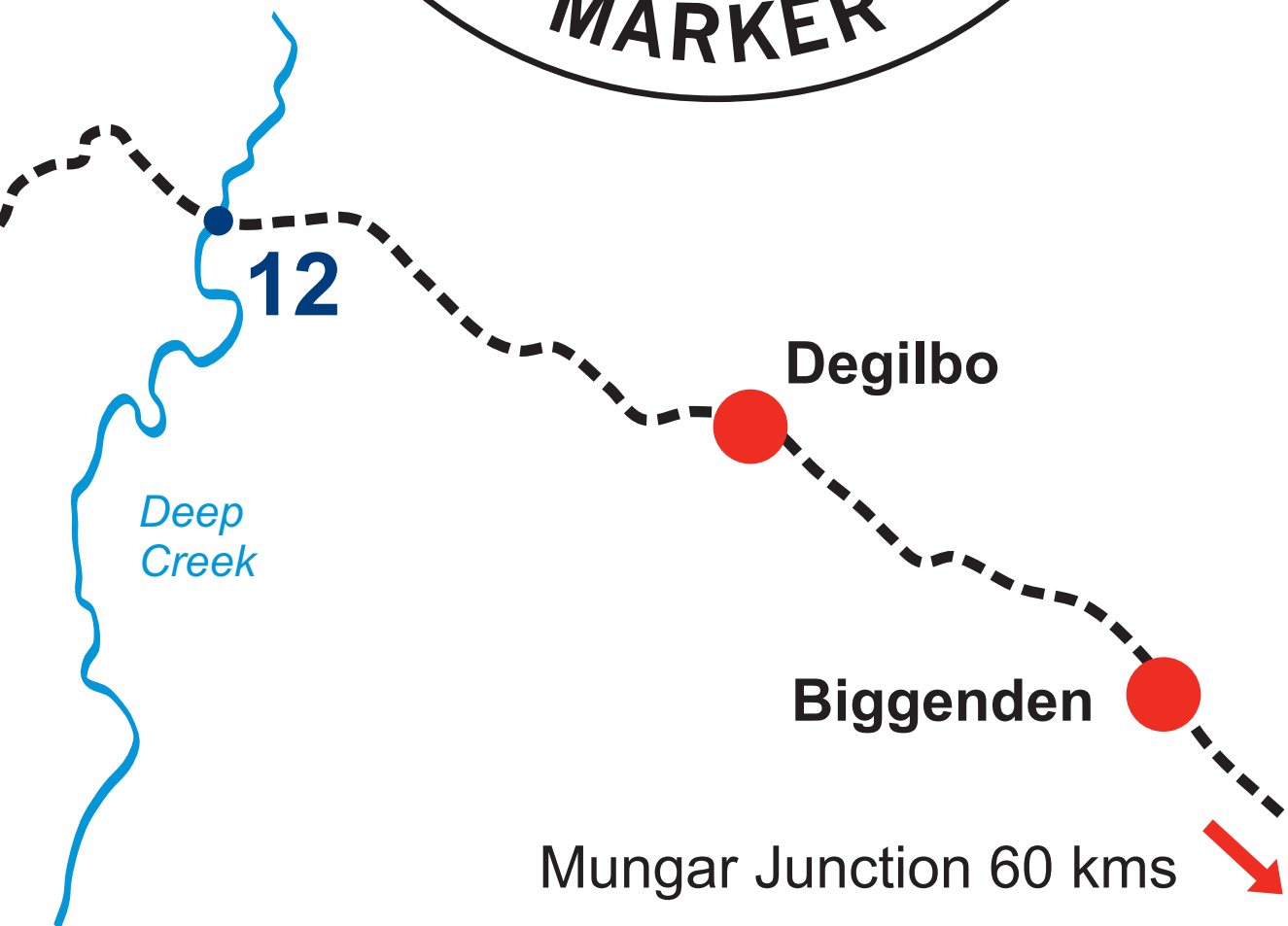


8. Reids Creek

Humphery No 1 (68 metres long) has two rivetted lattice truss spans and rolled steel joist side spans on concrete piers. Reids Creek (106 metres long) had four rivetted steel Pratt Truss spans. Badly damaged in 2013, only the concrete piers remain.

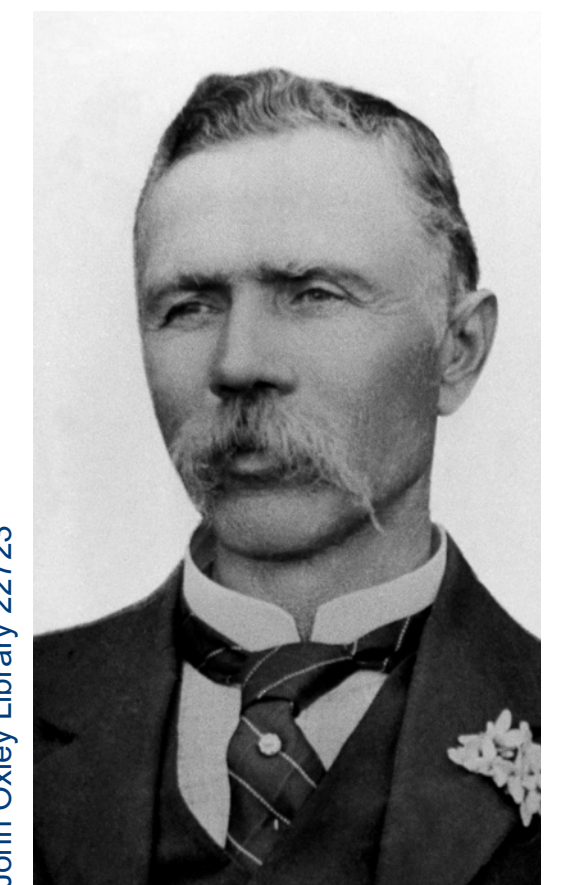


MARKER



12. Chowey

The first bridge to be built was this elegant unreinforced concrete structure with a main span of 24 metres supporting four spandrel arches and two side arches. It was built in nine months and opened in December 1905. Total length 33.5 metres.



William Pagan  
Chief Engineer  
Queensland Railways  
(1902 - 1911)

The variety of designs he used for these bridges show many innovations including the use of parts from previously-constructed bridges which resulted in better or less costly structures.